

been arrested and have made
implicating others.
In view of the gravity of the
three additional Italian war
started today for Turkish war

the situation
ships. Have
1943.

Notice of Firm.

NOTICE.
THE PARTNERSHIP heretofore existing between J. Y. VERNON and PAUL JORDAN under the Name and Style of CHARTER & VERNON, Share and General Brokers, has this Day been DISSOLVED by mutual consent.
All outstanding Transactions will be carried out in the joint names of the Undersigned.

J. Y. VERNON.
PAUL JORDAN.

Hongkong, September 1, 1896.

With reference to the above, I shall continue the Business of SHARE and GENERAL BROKER, in my own name, from this date.

J. Y. VERNON.

Hongkong, September 1, 1896.

With reference to the above, I shall continue the Business of SHARE and GENERAL BROKER, in my own name, from this date.

PAUL JORDAN.

Hongkong, September 1, 1896.

NOTICE.

I HAVE This Day commenced BUSINESS as a GENERAL COMMISSION AGENT.

W. SHEWAN.

Hongkong, July 20, 1896.

Notices to Consignees.

STEAMSHIP OCEANIAN.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or Steamships *Gardiner* and *Douro*, from Havre or Steamship *Ville d'Avray*, in connection with the above Steamer, are hereby informed that their Goods with the exception of Opium, Tobacco and Valuable are being landed and stored at their risk in the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignee before 3 p.m. To-day (Monday), the 23rd Sept., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 6th October, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Tuesday, the 6th October, or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 6th October, at 4 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, September 23, 1896.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hertha*, Capt. HILDEBRANDT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Any Cargo impeding discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, whence they will be examined on the 6th October, at 3 p.m.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, September 23, 1896.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *MANILA*.

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, Ltd., at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From Madras ex *S. Secundra*.
Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 6th October, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Optional Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, September 30, 1896.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, and is now re-furnished with a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
(From 1st April to 31st October).
One person, per day ... \$ 4.00
Two persons, per day ... \$ 7.00
Married couple (occupying one room) per day ... \$ 7.00
Married couple (occupying one room) per month ... \$ 150.00
Married couple (occupying two rooms) per month ... \$ 170.00
Single Bedroom, per month ... \$ 40.00
For further Particulars, apply to THE MANAGER, New Victoria Hotel.

Hongkong, April 1, 1896.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship *Indo-China*, Capt. DAVIS, will be despatched for the above Ports TO-MORROW, the 4th October, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, October 3, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHOWANG.

The Co.'s Steamship *Yamato Maru*, Capt. VAUGHAN, will be despatched as above on MONDAY, the 5th October, at noon.

For Freight, or Passage apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1896.

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

The Co.'s Chartered S.S. *Oboro*, Capt. H. RUTZ, will be despatched for the above Ports, on MONDAY, the 6th October, at 3 p.m.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, September 30, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Yamato Maru*, Capt. ASQUITH, will be despatched as above on MONDAY, the 6th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 26, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Co.'s Steamship *Yamato Maru*, Capt. FISLAVSON, will be despatched as above on TUESDAY, the 6th October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Yamato Maru*, Capt. H. C. HARRIS, Commander, will be despatched as above on or about the 7th October.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, October 2, 1896.

NICKMERS REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE, BREMEN AND HAMBURG.

The Co.'s Steamship *Siebel*, Capt. ANDRESEN, will be despatched as above on THURSDAY, the 8th October.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, October 1, 1896.

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship *Telena*, Capt. SCOTT, will be despatched as above on THURSDAY, the 8th October.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, September 23, 1896.

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Telena*, Capt. R. SCOTT, will be despatched for the above Ports on SATURDAY, the 10th Instant, at Daylight.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, October 1, 1896.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE. (Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Yamato Maru*, Capt. JAMES JONES, will be despatched for the above Ports on SATURDAY, the 17th October, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, September 24, 1896.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Dardanus*, Capt. GARDNER, will be despatched as above on SUNDAY, the 11th October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1896.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Adrian*, Capt. J. MURRAY, will be despatched for the above Ports on MONDAY, the 12th October.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 25, 1896.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

Altmar, Thursday 15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Altmar*, will be despatched hence for PORTLAND, OREGON, via KOBE and YOKOHAMA, on THURSDAY, the 15th October.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the GENERAL EXPORT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 25, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

The Co.'s Steamship *Kaituma*, Capt. E. VAN DER, will be despatched as above on or about the 15th October.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, September 30, 1896.

Sailing Vessels.

FOR SAN FRANCISCO.

The A.A. British Bark *Cassiopea*, Capt. CANTLEY, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, September 4, 1896.

FOR NEW YORK.

The 3/3 A.L.I. American Ship *Clara*, Capt. LEONARD, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, August 5, 1896.

FOR NEW YORK.

The 3/3 A.L.I. American Ship *Durley*, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, August 23, 1896.

FOR NEW YORK.

The 3/3 A.L.I. American Ship *William B. Omer*, Capt. F. J. PENDLETON, now loading for the above Port, will have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, September 23, 1896.

FOR BALTIMORE.

The 100 A.L.I. Hawaiian Ship *Helix*, Capt. MAHNT, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, August 17, 1896.

Insurance.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.

Subscribed Capital, £2,750,000.00.

Paid up Capital, £287,500.00.

Total Invested Funds, £2,700,000.00.

Total Annual Income, £250,000.00.

THE Undersigned, having been appointed AGENT of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING, Foreign Central.

1421

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Total Funds at 31st December, 1895, £12,433,181.

Authorized Capital, £3,000,000.00.

Capital Paid Up, £2,750,000.00.

Paid up Capital, £287,500.00.

Fire Funds, £2,901,016.29.

HAVING been appointed AGENT of the above Company, we are prepared to accept Resurances and GUARANTEE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, July 25, 1896.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, Thursday, Oct. 8, at noon.

Inland Sea, Yokohama & Honolulu, Tuesday, Oct. 27, at noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Thursday, Nov. 12, at noon.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Thursday, Nov. 12, at noon.

THE U.S. Mail S.S. *CITY OF RIO DE JANEIRO* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, 8th October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, DENVER and RIO GRANDE, and direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, and to Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 6 p.m. the day previous to sailing. Parcels will be received at the office until 6 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in San Francisco addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, September 28, 1896.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Wednesday, Nov. 4, at noon.

Bay (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Saturday, Nov. 21, at noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu), Tuesday, Dec. 8, at noon.

THE Steamship *DORIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 4th November, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-booking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in San Francisco addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, September 28, 1896.

Mails.

Rainier Beer! Rainier Beer! Rainier Beer!!



A GOOD THING TO HAVE ON HAND.

Those who have tried it are now our Patrons. Are you one of them? If not, why not!

Join the band wagon and be "in it."

TRY IT! TRY IT! TRY IT!

A GRAND AND NOBLE MALT TONIC IS

RAINIER BEER.

SEATTLE BREWING & MALTING Co.,

HONGKONG BRANCH,

ICE HOUSE LANE.

F. BISHOP,

Acting Manager.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

| Section. | Section. |
|--|---------------------------------------|
| 1. From Green Island to the Gas Works. | 7. From Naval Yard to Blue Buildings. |
| 2. From Gas Works to Jardine's Wharf. | 8. From Blue Buildings to East Point. |
| 3. From Jardine's Wharf to the Harbour Master's Office. | 9. From East Point to North Point. |
| 4. From Harbour Master's Office to the P. & O. Co.'s Office. | 10. Kowloon Wharves. |
| 5. From P. & O. Co.'s Office to Pedder's Wharf. | 11. Jardine's Wharf. |
| 6. From Pedder's Wharf to the Naval Yard. | |

| Vessel's Name. | Flag and Reg. | Tonnage. | Date of Arrival. | Consignees or Agents. | Des. nation. | Remarks. |
|------------------|---------------|----------|------------------|-------------------------|--------------|-------------|
| Active Steamers. | | | | | | |
| Amara | Brit. str. | 319 | June 10 | A. R. Morry | | K'loon Dock |
| Amara | Brit. str. | 1594 | Sept. 27 | Jardine, Matheson & Co. | | |
| Amara | Brit. str. | 1639 | Sept. 18 | Butterfield & Swire | | Quarry Bay |
| Amara | Brit. str. | 1498 | Sept. 28 | Carlowitz & Co. | | |
| Amara | Brit. str. | 1307 | Sept. 3 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 318 | 8 pt. | P. & O. S. S. Co. | | |
| Amara | Brit. str. | 1115 | Oct. 1 | Yuen Fat Hong | | |
| Amara | Brit. str. | 192 | Sept. 30 | Order | | |
| Amara | Brit. str. | 532 | Oct. 3 | Chinese | | |
| Amara | Brit. str. | 1347 | Sept. 29 | Butterfield & Swire | | |
| Amara | Brit. str. | 1198 | Sept. 29 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 771 | Oct. 2 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 968 | Sept. 29 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 1905 | Sept. 18 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 2600 | Sept. 4 | O. S. S. Co. | | |
| Amara | Brit. str. | 743 | Oct. 2 | Douglas Steamship Co. | | |
| Amara | Brit. str. | 1123 | Sept. 20 | Douglas Steamship Co. | | |
| Amara | Brit. str. | 792 | Oct. 1 | A. R. Morry | | |
| Amara | Brit. str. | 2038 | Sept. 16 | Mohere & Co. | | |
| Amara | Brit. str. | 871 | Oct. 2 | Wilder & Co. | | |
| Amara | Brit. str. | 1495 | Sept. 26 | Jardine, Matheson & Co. | | |
| Amara | Brit. str. | 987 | Oct. 3 | Jardine, Matheson & Co. | | |
| Amara | Brit. str. | 1245 | Oct. 3 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 1060 | Oct. 3 | P. & O. S. S. Co. | | |
| Amara | Brit. str. | 706 | Aug. 23 | Butterfield & Swire | | |
| Amara | Brit. str. | 768 | Oct. 2 | Chinese | | |
| Amara | Brit. str. | 1821 | Sept. 24 | Dudwell, Carlin & Co. | | |
| Amara | Brit. str. | 8138 | Oct. 2 | Nippon Yusen Kaisha | | |
| Amara | Brit. str. | 2235 | Sept. 26 | Bradley & Co. | | |
| Amara | Brit. str. | 922 | Sept. 26 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 568 | Sept. 26 | Arnold, Karberg & Co. | | |
| Amara | Brit. str. | 772 | Sept. 26 | Order | | |
| Amara | Brit. str. | 1616 | Sept. 29 | Lee Wing Cheung | | |
| Amara | Brit. str. | 186 | Sept. 29 | Bradley & Co. | | |
| Amara | Brit. str. | 1459 | Oct. 1 | Butterfield & Swire | | |
| Amara | Brit. str. | 1517 | Oct. 3 | Jardine, Matheson & Co. | | |
| Sailing Vessels. | | | | | | |
| Amara | Brit. str. | 1047 | Sept. 2 | Order | | |
| Amara | Brit. str. | 568 | Aug. 3 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 1440 | Sept. 18 | Naval Yard | | |
| Amara | Brit. str. | 1916 | July 4 | Arnold, Karberg & Co. | | |
| Amara | Brit. str. | 496 | May 20 | Order | | |
| Amara | Brit. str. | 1073 | Sept. 29 | Renter, Brinkman & Co. | | |
| Amara | Brit. str. | 739 | July 31 | D. M. M. & Co. | | |
| Amara | Brit. str. | 1250 | Aug. 10 | Government | | |
| Amara | Brit. str. | 431 | Aug. 1 | Wilder & Co. | | |
| Amara | Brit. str. | 1492 | July 1 | Standard Oil Co. | | |
| Amara | Brit. str. | 73 | Aug. 1 | Standard Oil Co. | | |
| Amara | Brit. str. | 1911 | June 12 | Order | | |
| Amara | Brit. str. | 1768 | Aug. 3 | Standard Oil Co. | | |
| Amara | Brit. str. | 1091 | Aug. 3 | Standard Oil Co. | | |
| Amara | Brit. str. | 1801 | Aug. 18 | Order | | |
| Amara | Brit. str. | 769 | Oct. 3 | Chinese | | |
| Amara | Brit. str. | 1423 | Sept. 2 | Shewan, Tomes & Co. | | |
| Amara | Brit. str. | 1008 | Aug. 2 | Standard Oil Co. | | |
| Amara | Brit. str. | 1091 | Sept. 15 | Order | | |

Intimations.

Mitsui Bussan Kaisha, No. 8, Queen's Road, Central.

HEAD OFFICE: TOKYO.
BRANCH OFFICE: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.
AGENTS: MITSUI COAL MINES, OHNOURA COAL MINES, KANADA COAL MINES, TOKIO MARINE INSURANCE CO., LTD., MITSUI FIRE INSURANCE CO., LTD., IMPERIAL CANE, PAPER MILL, JAPAN, COTTON CLEANING & WED. CO., OHNO, OHNO CEMENT COMPANY, JAPAN, KANAGAWA COTTON SPINNING MILL, TOKIO COTTON SPINNING MILL, HAYASHI CLOTH FACTORY, Hongkong, July 6, 1896.

Thousands of testimonials prove the excellence of **WHYTE & MACKAY'S "DOUBLE LION BRAND" SELECTED HIGHLAND WHISKY**. It is a Scotch Whisky of the highest quality, and is sold in all the principal cities of the world. It is a Scotch Whisky of the highest quality, and is sold in all the principal cities of the world. It is a Scotch Whisky of the highest quality, and is sold in all the principal cities of the world.

WHYTE & MACKAY'S "DOUBLE LION BRAND" SELECTED HIGHLAND WHISKY. Pure, Mild, and Very Cheap. Sole Agents in Hongkong, **ROBERT JACK & Co.,** 10, Queen's Road, Central. Hongkong, September 22, 1896.

Chicago, U.S.A. No matter where you live, we can deliver to you the finest quality of goods at the lowest prices. We have a large stock of goods, and we can deliver to you the finest quality of goods at the lowest prices. We have a large stock of goods, and we can deliver to you the finest quality of goods at the lowest prices.

Chicago, U.S.A. No matter where you live, we can deliver to you the finest quality of goods at the lowest prices. We have a large stock of goods, and we can deliver to you the finest quality of goods at the lowest prices. We have a large stock of goods, and we can deliver to you the finest quality of goods at the lowest prices.

SCIENCE JOTTINGS.

X-RAYS AND ARMOUR PLATES.
Enough has already been demonstrated to make it clear that Professor Roentgen's discovery is applicable to many things besides the human body. Engineers may inspect metals and other materials, thus adding to our knowledge of the safety of iron bridges and similar constructions. The strength of a gun may be ascertained with accuracy by the "shadowgraph," and armour plates may be tested by the x rays. These are often spoiled by firing at them for a test, which is rather expensive, and, as a rule, only proves whether or not the individual plate spoiled was a good one. Each plate tested costs the Government of the United States about £2,000.

SALT IN SEA AIR.
It has passed current that sea air contains an appreciable quantity of salt. To test this, Mr. Chazy made a series of experiments in Jersey in 1895. He passed about 30 cubic feet of air through a solution of silver nitrate. In every case there was not the least cloudiness of the solution, which proved that the air contained no salt. The air contains salt only when the wind carries salt spray. It says *Scientific*, we wish to benefit by the salt in the air we must go where the sea is sufficiently agitated by the wind to continually hold sea water in suspension.

WINDS AND WHERE THE WIND BLOWS.
HARDEST.
On land surfaces at sea level the wind attains its greatest velocity during the heated portion of the day—from 10 a.m. to 2 p.m.—and then diminishes in velocity until the minimum is reached about midnight. This condition does not, however, prevail at an elevation of 4,000 ft. and upward, as has been shown by direct observations of the velocity of the wind on mountain peaks, and also of glacial motions in free air. The maximum velocity of wind at Pike's Peak, Colorado, at an elevation of 14,334 ft., occurs from 2 to 4 a.m., and the minimum from 11 a.m. to 1 p.m.

THE SUN'S RAYS.
Sir R. Ball, writing on the sun, says:—For every acre on the surface of our globe, there are more than 10,000 acres on the surface of the great luminary. Every portion of this illimitable desert of flame is pouring forth torrents of heat. It has been estimated that if the heat which is incessantly flowing through any single square foot of the sun's exterior could be collected and applied to the boilers of an Atlantic liner, it would produce steam enough to sustain in continuous motion those engines of 30,000-horse power, thus enabling a large ship to break the record between Ireland and America.

COLD OR HEAT CAN BURN.
Most of us know that cold in its most intense form will burn in the same way or with the same results as heat. One drop of air at a temperature of 180 degrees below zero, if placed upon the hand would produce the same effect in making the recovery of that hand jump about as one drop of molten steel. Those of us who had much to do with horses know well the excruciating pain which is caused to this noble animal by suddenly placing a bit which has been frosted, in its mouth.

AUSTRALIAN FACTS AND FIGURES.

AGES OF POPULATION.
More than one-half the total population of New South Wales is under the age of 20. At the census of 1891 the number was 542,163 out of a population of 1,132,234. There were 352,556 aged from 21 to 40, 8,740 aged from 70 to 75, 4,745 aged from 75 to 80, 3,146 aged from 80 to 100, and 19 over 100 years of age.

THE RESULTS OF THE NEW SOUTH WALES CENSUS OF 1891.
The results of the New South Wales census of 1891 showed that of the total population of 1,132,234 the colony in that year, 818,446 were Australian born, mostly in New South Wales; 266,101 came from the United Kingdom and Ireland, and 4,689 from the remainder of the British Empire, forming a total of 1,038,159 born under the British flag. Of the remaining 43,084, 9,245 were German, 2,270 French or French colonies, 3,379 American, 13,157 Chinese, 11,410 from other foreign countries, and 4,620 (mostly British) born at sea or unspecified.

RELIGIONS.
According to the New South Wales census of 1891, of the 1,132,234 inhabitants in New South Wales, 522,050 belonged to the Established Church, 109,309 to the Free Methodist Church, 57,516 to the Wesleyan Methodist, 22,596 to other Methodists, 24,112 to the Congregationalists, and 23,112 to the Baptists. The numbers belonging to other Protestant denominations were:—Lutheran, 7,307; Unitarian, 1,257; Salvation Army, 10,815; other bodies, 12,046. The members of the Roman Catholic Church numbered 181,911; and those of the Jewish persuasion, 5,484.

BOROUGH AND MUNICIPAL DISTRICTS.
In New South Wales municipalities are divided into two classes—boroughs and municipal districts. Although the name "municipality" is common to both institutions, a borough, in its first institution, must contain an area of not more than nine square miles, with a population of not less than 1,000. A municipal district must not exceed 12 square miles, and must have a population of at least 500. The boundaries of each class of division are not permitted to overlap. The city of Sydney is incorporated under a special list.

CHINESE IMMIGRATION.
Under a special Act, passed in 1888, no Chinese unless exempted by the Act, are allowed to enter New South Wales either by sea or land without the payment of a tax of £100 each. The exemptions are:—Chinese who are British subjects by birth, who have been naturalised in New South Wales, or those who arrive at a special mission under the authority of the British or Chinese Governments, and members of crews of vessels who land in the performance of their duties. Naturalisation of Chinese in New South Wales is prohibited by the Act. Chinese naturalised in other colonies are not entitled to the right of British citizenship in New South Wales.

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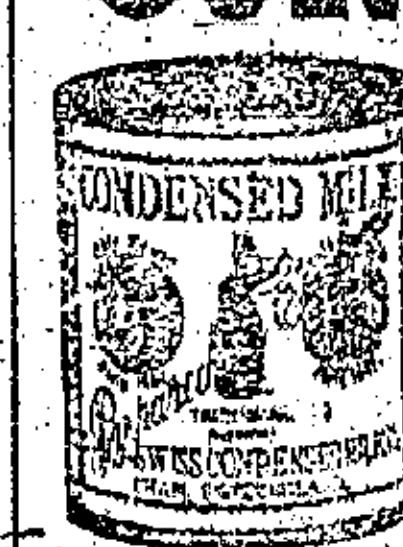
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